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German Democratic Republic

FDD Abstract of []

REICHSBAHN DIRECTIVE ON "DEAD FIREBEDS" IN LOCOMOTIVES 83 pp; German; []

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25X1X The document is a [] directive, dated 22 Dec 1950, issued by Reichsbahn Directorate Berlin. It is designed to eliminate deficiencies and difficulties incurred in the process of switching from hard coal to lignite, such as high fuel consumption and lowered locomotive performance. It advocates and explains introduction of the "dead firebed".

Prerequisites for adoption of the dead firebed are periodic and thorough washing, periodic blowing out of the tubes, good insulation of all steam lines, boiler parts and cylinders, and careful service by the engineer.

After washing, fist-sized pieces of firebrick or similar material are placed in one loose layer upon the regular fire grate. The fire is prepared and maintained on this layer. There follow detailed instructions for the fireman.

The dead firebed acts as damper on the entering airstream, thus ensuring a more even combustion with less sparking. It prevents coals which are still burning from falling through the grate into the ashpan. Through its heat-retaining property it prewarms the entering airstream and thus lowers dangerous heat differences in firebox, and boiler.

It ensures an average saving of 10-15 percent of coal, lowers ashpan residues by 20-30 percent, and lowers ~~and~~ locomotive maintenance.

If properly set up and maintained and used with suitable fuel, the dead firebed produces adequate steam for all types of locomotives and every kind of locomotive performance. It is especially recommended for switching operations, suburban traffic, and passenger trains.

A schematic sketch of a dead firebed arrangement is appended.

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